

NEWTRONIC SWITCHING UNIT IN L.H. SIDE PANEL

Fitting Instructions - continued

8. Remove the LH side cover (near side) and carefully thread the Newtronic trigger lead through the frame past the air cleaner box to appear under the LH side cover.
9. Connect the trigger lead to the switching unit as shown in the diagram and seal the plug with the waterproof sealant provided.
10. Run the coil connecting harness along the LH top frame tube to the coils and secure to the frame with the ty-raps provided. Connect the green lead to the -ve terminal on the LH coil, the red lead to the -ve terminal on the RH coil and the white lead (the 12V supply for the Newtronic) to the one spare +ve terminal.
11. Earth the blue lead on the Newtronic to the battery -ve terminal.
12. Wipe clean the inside of the cover, remove the protective backing from the self-adhesive panel on the back of the Newtronic switching unit and affix to the side cover.
13. Re-fit the petrol tank and the side cover.

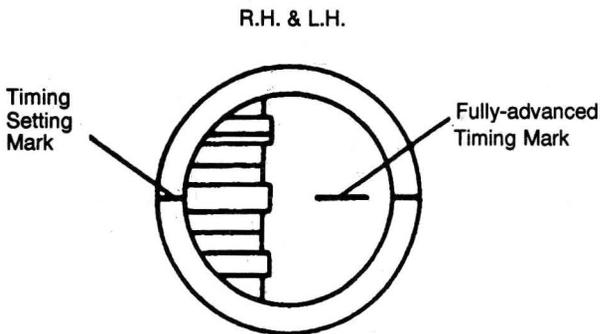
ignition timing is basically no different to the procedure adopted when using contact breakers, except that a stroboscope timing light must be used. It should be remembered that the engine fires as the timing rotor leaves the lamp housing. You must ensure that the rotor does not foul the lamp housings.

To set the ignition timing proceed as follows:

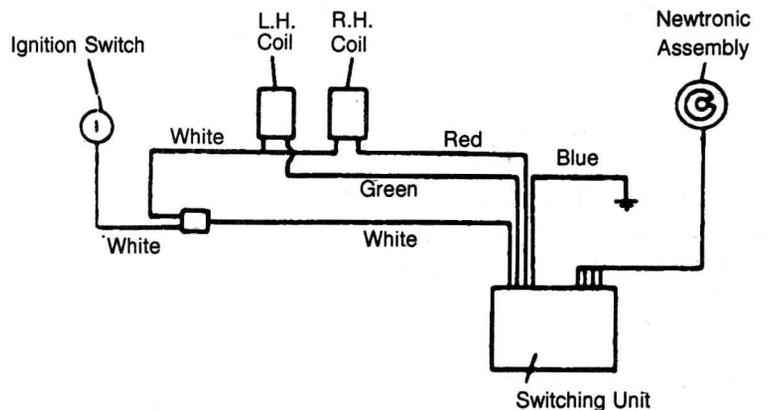
1. Remove the rubber plug in the crankcase covering the timing marks. Connect the stroboscopic timing light to the LH (nearside or "S") cylinder and start the engine. Allow the engine to warm up for a few minutes and then align the fully advanced timing mark centrally in the hole by moving the whole distributor body at an engine speed of 5000 r.p.m. The fully advanced timing mark is a faint line scribed on the flywheel some 39° BTDC. It may be found advantageous to lightly paint this in with some white paint.
2. Repeat the above procedure for the RH (offside or "D") cylinder but this time adjust the moveable baseplate inside the distributor.
3. Check that all the screws and the distributor locking clamp are tight and fit the new distributor cover provided in the kit.

All the necessary components are now fitted and it only remains to set the ignition timing. This should NOT be done in bright sunlight or the timing will be affected. Setting the

Finally, replace the rubber plug in the crankcase.



TIMING SETTING MARK THROUGH CRANKCASE



SCHEMATIC WIRING DIAGRAM